



# Construction Ahead!

## I-10 project on schedule to enter final phase this spring

**S**an Bernardino Associated Governments is on schedule to begin the last of four phases of work this spring in the Interstate 10 widening project in Redlands.

After breaking ground in November 2005, Atkinson Construction quickly began the first phase of work -- improving the shoulders on both the north and south sides of the freeway.

Crews then moved to the next phase of work -- widening the I I bridges between Orange Street and Ford Street -- and have nearly completed this phase. The third phase started in late September and includes paving the new lanes next to the freeway median.

Once the paving is done, the final step of this phase will be to build a concrete median barrier and shift traffic to the newly paved lanes. Then the "slow" lanes and shoulders will be closed to allow crews to work safely on the final project phase, the sound walls that will line the freeway. Other work in the last phase is retrofitting bridges to support the sound walls, restoring freeway pavement, landscaping and final project approvals.

The shift in traffic likely will occur in late March or early April. Sound wall construction will begin soon after the traffic switch and is scheduled to take about 10 months, but this is contingent upon good weather and no unforeseen construction delays.

"Staying on schedule on a freeway project that includes traffic, material deliveries and weather challenges is a significant achievement," said

SANBAG Executive Director Tony Grasso. "We are on schedule to deliver this project within the 30 months of the contract."

**Right: Crews place the top layer of concrete on freeway lanes near the Palm Avenue bridge.**



## I-10 bridges: 95% complete

**I**t's been full speed ahead on the widening of I I freeway bridges in the 2.5-mile construction zone. The bridge work started just over a year ago and is now about 95% complete.

As promised, work has been performed with minimal full closures to local streets and the freeway. Most of the work has required only lane reductions or short-term full closures.

Crews now are focusing on connecting the new widened sections of the bridges with the existing freeway lanes and bridge decks. These "closure pours" have required sandblasting, a process that generates extensive dust. SANBAG has been careful to have water trucks nearby to reduce this dust.

Thank you for your interest in the Redlands Interstate 10 widening project. If you know someone who would like to receive **Construction Ahead** or if you wish to be removed from our mailing list, please send your request to [cdonahue@sanbag.ca.gov](mailto:cdonahue@sanbag.ca.gov) or call (909) 889-8611 x102.

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Interstate 10 East Valley Improvements -- I-10 Widening Update

### We're listening ...

For questions about this project, call the I-10 helpline at (909) 889-8611 x102. Callers may leave a message, which will



be returned by the next business day.

Do not use the helpline to report emergencies; instead, call 911.

### Landscaping plans are part of I-10 project

Landscaping of large freeway projects typically occurs after the work is completed and under a separate contract.

However, because of the large number of mature palm trees in the freeway median, SANBAG and Caltrans included landscaping in the project so that the trees could be preserved and relocated before construction started.

Thirty-nine palms were replanted near Ford Street for drivers to enjoy as the exit the freeway. Additional landscaping is planned in this area and at the westbound on-ramp.

Landscape architects have chosen cat's claw, red trumpet and Boston ivy to plant at the base of the sound walls to add greenery and reduce graffiti.

### Coming soon: I-10 sound walls

Residents near Interstate 10 in Redlands are ready for their sound walls. This work is in sight as SANBAG prepares to enter the final phase of work on the I-10 project this spring. Once the bridge widening and lane paving phases of the project are complete, construction of the walls will start, possibly in early April.

Originally planned to be built early in the project, the walls were delayed until the last phase of the project, due to federal requirements. Because I-10 is part of the National Defense Network, at least three freeway lanes must remain open in each direction, except for temporary closures. This required SANBAG to build the new lane next to the median first, open the new lane to traffic and then close the slow lane and shoulder for sound wall work.

After the sound walls are built, the outside lanes and shoulders will reopen, resulting in four travel lanes in each direction, the goal of the widening project.

The sound walls will measure 14 feet in height and will consist of split-faced block. On the north side of the freeway, walls will start near 6th Street and extend east. On the south side, walls will begin near Church Street and head east.

Crews will build footings to support the walls, construct a concrete barrier and then top the barrier with masonry block. Work will be underway on both sides of the freeway with two crews operating at the same time.

### I-10 Freeway Service Patrol helps stranded drivers



The I-10 Freeway Service Patrol continues to ride to the rescue of stalled motorists within the freeway construction zone.

Roving tow trucks help relieve traffic congestion by aiding stalled motorists during peak commute periods -- at no charge. The program reduces traffic tie-ups from other drivers who slow down to watch, and also helps prevent secondary accidents. The FSP creates safer driving conditions and improves air quality by increasing the flow of traffic.

Since the program started in November 2005, a total of 2,467 motorists have been offered help. While about a third of the drivers have declined the free help, hundreds have accepted this assistance, as follows:

- |                             |                       |
|-----------------------------|-----------------------|
| ■ 468 mechanical breakdowns | ■ 314 flat tires      |
| ■ 247 overheated vehicles   | ■ 173 accidents       |
| ■ 167 abandoned vehicles    | ■ 147 empty gas tanks |
| ■ 63 electrical problems    | ■ 53 debris clearance |
| ■ 3 vehicle fires           |                       |

The FSP is funded through a grant by the Mobile Source Air Pollution Reduction Review Committee, with a contribution by Measure I, the half-cent sales tax for transportation improvements in San Bernardino County.